



**UNITED STATES OF AMERICA
DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY
WASHINGTON, D.C.**

Issued by the Department of Transportation
on the 1st day of April, 2003

Essential Air Service at

AKUTAN, ALASKA

under 49 U.S.C. 41731, *et seq.*

Served: April 4, 2003

DOCKET OST 2000-7068

**ORDER TENTATIVELY SELECTING CARRIER
AND SETTING SUBSIDY RATE**

Summary

By this order, the Department is (a) establishing a final annual subsidy rate of \$524,765 for Peninsula's essential air service (EAS) at Akutan, Alaska, from September 1, 2002, through April 30, 2003; (b) tentatively reselecting Peninsula to provide subsidized EAS at Akutan, Alaska, for the period May 1, 2003, through April 30, 2005, at an annual subsidy of \$361,200, but reducing service from 13 round trips a week to 10; and (c) requesting proposals from other interested carriers.

Background

By Order 2000-8-4, August 2, 2000, the Department selected Peninsula to provide EAS at Akutan, Alaska, consisting of 13 nonstop round trips a week between Akutan and Dutch Harbor with 9-seat Grumman Goose aircraft. That order set an annual subsidy rate of \$343,246 for Peninsula's service, and the contract expired on August 31, 2002.

As is our normal custom when nearing the end of a carrier's rate term, we contacted the carrier to determine whether it was interested in continuing service at the community and whether it would continue to require subsidy. If the carrier wishes to continue service with subsidy, we usually negotiate a new subsidy rate with the carrier, issue an order tentatively reselecting the carrier for a new, two-year rate term at the agreed rate, and direct other parties to show cause why we should not finalize our tentative decision. Other carriers wishing to submit competing proposals are invited to do so in response to the show-cause order. If any such proposals are filed, we process them as a competitive case. Consistent with that practice, we invited Peninsula to submit a proposal for continuation of essential air service at Akutan.

Carrier Proposal

Peninsula submitted two proposals to continue to provide EAS at Akutan, both with its 9-seat Grumman Goose. The first option would be a continuation of its current 13 nonstop round trips a day to Dutch Harbor for an annual subsidy of \$524,765. In view of reduced traffic levels, the staff and Peninsula also agreed to a 10-nonstop-round-trip-a-week option at an annual subsidy of \$361,200.

Tentative Reselection

Appendix C shows traffic levels at Akutan for the past three years. Given the declines in passenger and freight traffic -- mail has remained constant -- Peninsula's 10-round-trip-a-week option will fully accommodate all of the recent traffic levels, even taking into account seasonality and the severe directional imbalance of mail and freight. Peninsula continues to provide Akutan with reliable essential air service and we find that both the service and subsidy levels are reasonable. In view of the above, we will tentatively reselect Peninsula to provide EAS at Akutan with 10 nonstop round trips a week to Dutch Harbor at the agreed-to annual subsidy of \$361,200 for an additional two-year period beginning May 1, 2003, and ending April 30, 2005. For the period from when the last contract expired, September 1, 2002, through April 30, 2003, we will compensate Peninsula at the agreed-to rate of \$524,765 for 13 round trips a week.

Responses to Tentative Decision and Competing Proposals

As usual, we will allow interested parties 30 days from the date of service of this order to file objections or competing proposals in this case. If no timely objections or competing proposals are filed, this order will automatically become final. We expect persons objecting to our tentative decision to support their objections with relevant and material facts. We will not entertain general, vague or unsupported objections.

Carriers interested in filing competing proposals, with or without subsidy requests, should file them within the 30-day period set for objections. At the end of that period, our staff will docket any competing proposals, thereby making them public, and direct each carrier to serve a copy of its proposal on the civic parties and other applicants. Each applicant, including the incumbent, will then have an opportunity to finalize its proposal in rate discussions with Department staff before we seek final community comments. We will give full consideration to all proposals that are filed in a timely manner. Of course, as always, we will formally solicit the community's views on any service options we receive before making a long-term carrier selection decision.

Competing proposals for Akutan should contemplate service to Dutch Harbor, or any other appropriate hub city, at levels commensurate with those tentatively selected here. In order to help carriers in their passenger and revenue forecasts, we have included historical traffic data in Appendix C.

Procedures for Filing Replacement Proposals

For interested carriers unfamiliar with our procedures and recommended form for supplying the necessary information, we have prepared two explanatory documents that we will make available upon request. The first describes the process for handling carrier replacement cases under 49 U.S.C. 41734(f), and discusses in detail the process of requesting proposals, conducting reviews of applicants, and selecting a replacement

carrier. The second is an evidence request containing an explanatory statement, a copy of Part 204 of our regulations (14 CFR 204), and schedules setting forth our recommended form for submitting data required for calculating compensation and determining the financial and operational ability of applicants to provide reliable essential air service. (Section 204.4 describes the fitness information required of all applicants for authority to provide essential air service.) Applicant carriers that have already submitted this information in another case need only resubmit it if a substantial change has occurred. However, if there are more recent data or if there have been any changes to the information on file, carriers should provide updates of those information elements. Interested carriers that need to obtain copies of these documents may contact the Office of Aviation Analysis at (202) 366-1053.

Other Carrier Requirements

The Department is responsible for implementing various Federal statutes governing lobbying activities, drug-free workplaces, and nondiscrimination.¹ Consequently, all carriers receiving Federal subsidy to support essential air service must certify that they are in compliance with Department regulations regarding drug-free workplaces and nondiscrimination, and those carriers whose subsidies exceed \$100,000 over the life of the contract must also certify that they are in compliance with the regulations governing lobbying activities. All carriers that plan to submit proposals involving subsidy should submit the required certifications along with their proposals.² Interested carriers requiring more detailed information regarding these requirements, as well as copies of the certifications, should contact the Office of Aviation Analysis at (202) 366-1053. The Department is prohibited from paying subsidy to carriers that do not submit these documents.

Community and State Comments

If we receive competing proposals, the community and state are welcome to submit comments on the proposals at any time. Early in the proceeding, comments on the proposals' strengths and weaknesses would be particularly helpful, and the civic parties may also express a preference for a particular carrier, if they choose. In any event, after conducting rate conferences with all applicants, we will provide a summary of the conference results to the civic parties and ask them to file their final comments.³

Carrier Fitness

¹ The regulations applicable to these areas are (1) 49 CFR Part 20, New Restrictions on Lobbying; (2) 49 CFR Part 21 – Nondiscrimination in Federally-assisted programs of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act of 1964; 49 CFR Part 27 – Nondiscrimination on the basis of disability in programs and activities receiving or benefiting from Federal financial assistance; and 14 CFR Part 382 – Nondiscrimination on the basis of disability in air travel; and (3) 49 CFR Part 29, Government-wide debarment and suspension (non-procurement) and government-wide requirements for drug-free workplace (grants).

² Blank certification forms can be found on the Office of Aviation Analysis official website at <http://ostpxweb.dot.gov/aviation/rural/ruralair.htm>.

³ In cases where a carrier proposes to provide essential air service without subsidy and we determine that service can be reliably provided without such compensation, we do not normally hold rate conferences. Instead, we rely on the carrier's subsidy-free service as proposed.

49 U.S.C. 41737(b) and 41738 require that we find an air carrier fit, willing and able to provide reliable service before we may compensate it for essential air service. We last found Peninsula fit by Order 2002-4-12, April 17 2002, in connection with its essential air service at Atka and Nikolski, Alaska. The Department routinely monitors the carrier's operations and no information has come to our attention that would lead us to question its ability to operate in a reliable manner. The Federal Aviation Administration advises that Peninsula is operating in accordance with its regulations and that it knows of no reason why we should not find the carrier fit.

This order is issued under authority delegated in 49 CFR 1.56a(f).

ACCORDINGLY,

1. We set the final rate of compensation of \$361,200 for Peninsula, Inc., for the provision of essential air service at Akutan, Alaska, as described in Appendix C, for the period from September 1, 2002, through April 30, 2003, payable as follows: for each month during which essential air service is provided, the amount of compensation shall be subject to the weekly ceiling set forth in Appendix C, and shall be determined by multiplying the subsidy-eligible arrivals and departures completed during the month by \$388.14;⁴
2. We tentatively reselect Peninsula, Inc., to provide essential air service at Akutan, Alaska, as described in Appendix C, for the period beginning May 1, 2003, through April 30, 2005;
3. We tentatively set the final rate of compensation of \$361,200 for Peninsula, Inc., for the provision of essential air service at Akutan, Alaska, as described in Appendix C, for the period from May 1, 2003, through April 30, 2005, payable as follows: for each month during which essential air service is provided, the amount of compensation shall be subject to the weekly ceiling set forth in Appendix C, and shall be determined by multiplying the subsidy-eligible arrivals and departures completed during the month by \$347.31;⁵
4. We direct Peninsula, Inc., to retain all books, records, and other source and summary documentation to support claims for payment, and to preserve and maintain such documentation in a manner that readily permits its audit and examination by representatives of the Department. Such documentation shall be retained for seven years or until the Department indicates that the records may be destroyed. Copies of flight logs for aircraft sold or disposed of must be retained. The carrier may forfeit its compensation for any claim that is not supported under the terms of this order;

⁴ See Appendix C for the calculation of this rate, which assumes the use of the aircraft designated. If the carrier reports a significant number of aircraft substitutions, revision of this rate may be required.

⁵ See Appendix C for the calculation of this rate, which assumes the use of the aircraft designated. If the carrier reports a significant number of aircraft substitutions, revision of this rate may be required.

5. We find that Peninsula, Inc., continues to be fit, willing and able to operate as a certificated air carrier and is capable of providing reliable essential air service at Akutan, Alaska;
6. We direct interested parties having objections to the selection of Peninsula, Inc., to provide essential air service as described in ordering paragraphs 2 and 3 above, to file such objections or competing service proposals no later than 20 days from the date of service of this order;⁶
7. If we receive objections or competing proposals within the 20-day period, Peninsula will be compensated at the subsidy rates set forth in ordering paragraphs 2 and 3 above as final rates, effective May 1, 2003, until all objections are resolved;
8. We will afford full consideration to the matters and issues raised in any timely and properly filed objections and service proposals before we take further action.⁷ If no objections or competing service proposals are filed, all further procedural steps will be deemed waived and this order shall become effective on the twenty-first day after its service date;
9. Docket OST 2000-7068 shall remain open until further order of the Department; and
10. We will serve copies of this order on the civic officials of Akutan, Alaska, the Alaska State Department of Transportation and Public Facilities, the Governor of Alaska, Peninsula Airways, Inc., and the parties listed in Appendix E.

By:

READ VAN DE WATER
Assistant Secretary for Aviation
and International Affairs

(SEAL)

*An electronic version of this document is available on the World Wide Web at
<http://dms.dot.gov>*

⁶ Objections should be filed with the Documentary Services and Media Management Division, SVC-124, Room PL-401, U.S. Department of Transportation, 400 7th Street, S.W., Washington, DC 20590. Proposals to provide essential air service should be filed with the Chief, EAS & Domestic Analysis Division, X-53, Office of Aviation Analysis, Room 6401, Department of Transportation, at the same address. Questions regarding filings in response to this order may be directed to John McCamant at (202) 366-1060.

⁷ Since we are providing for the filing of objections to this order, we will not entertain petitions for reconsideration.



Peninsula Airways' Annual Subsidy Need at Akutan Alaska, Docket 7068

	Option 1 13 RTs a Week <u>9/1/02-4/30/03</u>	Option 2 10 RTs a Week <u>5/1/03-4/30/05</u>
Effective Period		
Weekly Round Trips	13	10
Aircraft Type	G-21 Goose	G-21 Goose
Block Hours	541	416
Weighted Departures	5,881	4,524
Wtd. Hrs.	2,353	1,810
Passengers @ 3,520 pax. @ \$90	\$316,800	\$300,960
Mail @ 108,077 lbs. @ \$.56	\$60,523	\$60,523
<u>Cargo @ 48,415 lbs. @ \$.32</u>	<u>\$15,493</u>	<u>\$15,493</u>
Total Revenue	\$392,816	\$376,976
Flying Operations 1/	\$145,253	\$128,472
Fuel & Oil @ \$143.75/hr. 2/	\$77,769	\$59,800
Insurance 3/	\$89,795	\$79,421
Maintenance @ \$414.76/hr. 2/	\$224,385	\$172,540
<u>Depreciation 3/</u>	<u>\$99,436</u>	<u>\$71,852</u>
Direct Expense	\$636,638	\$512,085
Traffic related @ 10.4% of revenue	\$40,853	\$39,206
Departure related	\$125,662	\$96,663
<u>Capacity related @ \$22.10/wtd.hr.</u>	<u>\$52,001</u>	<u>\$40,001</u>
Indirect Expense	\$218,516	\$175,870
Total Operating Expense	\$855,154	\$687,955
Return at 5%	\$42,758	\$34,398
<u>Interest @ 2.3% of Oper. Exp.</u>	<u>\$19,669</u>	<u>\$15,823</u>
Total Economic Cost	\$917,581	\$738,176
Annual Subsidy Need @ 100%	\$524,765	\$361,200

1/ \$268.49/hr. based on 3 QE 9/30/02. For reduced service option, assume half of costs are fixed, half variable.

2/ Unit costs based on YE 9/30/02.

3/ \$165.98/hr. for Insurance and \$183.80 for Depreciation based on YE 9/30/02. For reduced service option, assume half of costst are fixed, half variable.

**PENINSULA, INC.
ESSENTIAL AIR SERVICE TO BE PROVIDED AT
AKUTAN, ALASKA**

Effective Period: September 1, 2002, through April 30, 2003

Service: 13 nonstop round trips a week between Akutan and Dutch Harbor
with 9-seat Grumman Goose aircraft

Annual Subsidy Rate: \$524,765

Per arrival/departure: \$388.14¹

Weekly Compensation Ceiling: \$10,091.64²

Note: The carrier understands that it may forfeit its compensation for any flights that it does not operate in conformance with the terms and stipulations of the rate order, including the service plan outlined in the order and any other significant elements of the required service, without prior approval. The carrier understands that an aircraft take-off and landing at its scheduled destination constitutes a completed flight; absent an explanation supporting subsidy eligibility for a flight that has not been completed, such as certain weather cancellations, only completed flights are considered eligible for subsidy. In addition, if the carrier does not schedule or operate its flights in full conformance with this order for a significant period, it may jeopardize its entire subsidy claim for the period in question. If the carrier contemplates any such changes beyond the scope of the order during the applicable period of these rates, it must first notify the Office of Aviation Analysis in writing and receive written approval from the Department to be assured of full compensation. Should circumstances warrant, the Department may locate and select a replacement carrier to provide service on these routes. The carrier must complete all flights that can be safely operated; flights that overfly points for lack of traffic will not be compensated. In determining whether subsidy payment for a deviating flight should be adjusted or disallowed, the Department will consider the extent to which the goals of the program are met and the extent of access to the national air transportation system provided to the community.

If the Department unilaterally, either partially or completely, terminates or reduces payments for service or changes service requirements at a specific location provided for under this order, then, at the end of the period for which the Department does make payments in the agreed amounts or at the agreed service levels, the carrier may cease to provide service to that specific location without regard to any requirement for notice of such cessation. Those adjustments in the levels of subsidy and/or service that are mutually agreed to in writing by the parties to the agreement do not constitute a total or partial reduction or cessation of payment.

Subsidy contracts are subject to, and incorporate by reference, relevant statutes and Department regulations, as they may be amended from time to time. However, any such statutes, regulations, or amendments thereto shall not operate to controvert the foregoing paragraph.

¹ Annual subsidy of \$524,765, divided by the number of arrivals/departures to be performed annually (26 x 52 = 1,352).

² The subsidy rate for each arrival/departure (\$388.14) multiplied by the number of scheduled subsidy-eligible arrivals and departures each week (26).

**PENINSULA, INC.
ESSENTIAL AIR SERVICE TO BE PROVIDED AT
AKUTAN, ALASKA**

Effective Period: May 1, 2003, through April 30, 2005

Service: 10 nonstop round trips a week between Akutan and Dutch Harbor
with 9-seat Grumman Goose aircraft

Annual Subsidy Rate: \$361,200

Per arrival/departure: \$347.31³

Weekly Compensation Ceiling: \$6,946.20⁴

Note: The carrier understands that it may forfeit its compensation for any flights that it does not operate in conformance with the terms and stipulations of the rate order, including the service plan outlined in the order and any other significant elements of the required service, without prior approval. The carrier understands that an aircraft take-off and landing at its scheduled destination constitutes a completed flight; absent an explanation supporting subsidy eligibility for a flight that has not been completed, such as certain weather cancellations, only completed flights are considered eligible for subsidy. In addition, if the carrier does not schedule or operate its flights in full conformance with this order for a significant period, it may jeopardize its entire subsidy claim for the period in question. If the carrier contemplates any such changes beyond the scope of the order during the applicable period of these rates, it must first notify the Office of Aviation Analysis in writing and receive written approval from the Department to be assured of full compensation. Should circumstances warrant, the Department may locate and select a replacement carrier to provide service on these routes. The carrier must complete all flights that can be safely operated; flights that overfly points for lack of traffic will not be compensated. In determining whether subsidy payment for a deviating flight should be adjusted or disallowed, the Department will consider the extent to which the goals of the program are met and the extent of access to the national air transportation system provided to the community.

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Subsidy contracts are subject to, and incorporate by reference, relevant statutes and Department regulations, as they may be amended from time to time. However, any such statutes, regulations, or amendments thereto shall not operate to controvert the foregoing paragraph.

³ Annual subsidy of \$361,200, divided by the number of arrivals/departures to be performed annually (20 x 52 = 1,040).

⁴ The subsidy rate for each arrival/departure (\$347.31) multiplied by the number of scheduled subsidy-eligible arrivals and departures each week (20).

Appendix D

Historical Traffic at Akutan

<u>QE</u>	Inbound from Hub				Outbound to Hub				Total			
	<u>Pax.</u>	<u>Mail</u>	<u>Freight</u>	<u>PEQ</u>	<u>Pax.</u>	<u>Mail</u>	<u>Freight</u>	<u>PEQ</u>	<u>Pax.</u>	<u>Mail</u>	<u>Freight</u>	<u>PEQ</u>
3/31/00	785	23,874	10,137	955.1	586	6,616	2,690	632.5	1,371	30,490	12,827	1,588
6/30/00	415	18,129	16,859	589.9	646	6,163	5,984	706.7	1,061	24,292	22,843	1,297
9/30/00	438	21,617	20,806	650.1	369	5,092	361	396.3	807	26,709	21,167	1,046
<u>12/31/00</u>	<u>207</u>	<u>20,226</u>	<u>10,223</u>	<u>359.2</u>	<u>566</u>	<u>5,056</u>	<u>805</u>	<u>595.3</u>	<u>773</u>	<u>25,282</u>	<u>11,028</u>	<u>955</u>
Total	1,845	83,846	58,025	2,554.4	2,167	22,927	9,840	2,330.8	4,012	106,773	67,865	4,885
3/31/01	685	17,847	26,136	904.9	407	3,291	18,605	516.5	1,092	21,138	44,741	1,421
6/30/01	658	21,263	19,244	860.5	618	7,127	1	653.6	1,276	28,390	19,245	1,514
9/30/01	453	31,207	19,548	706.8	462	5,279	956	493.2	915	36,486	20,504	1,200
<u>12/31/01</u>	<u>271</u>	<u>21,464</u>	<u>8,579</u>	<u>421.2</u>	<u>740</u>	<u>0</u>	<u>5,338</u>	<u>766.7</u>	<u>1,011</u>	<u>21,464</u>	<u>13,917</u>	<u>1,188</u>
Total	2,067	91,781	73,507	2,893.4	2,227	15,697	24,900	2,430.0	4,294	107,478	98,407	5,323
3/31/02	510	30,047	11,884	719.7	450	2,847	400	466.2	960	32,894	12,284	1,186
6/30/02	474	22,966	9,548	636.6	401	1,763	0	409.8	875	24,729	9,548	1,046
9/30/02	381	31,643	14,309	610.8	386	1,329	54	392.9	767	32,972	14,363	1,004
<u>12/31/02</u>	<u>285</u>	<u>16,164</u>	<u>12,090</u>	<u>426.3</u>	<u>633</u>	<u>1,318</u>	<u>130</u>	<u>640.2</u>	<u>918</u>	<u>17,482</u>	<u>12,220</u>	<u>1,067</u>
Total	1,650	100,820	47,831	2,393.3	1,870	7,257	584	1,909.2	3,520	108,077	48,415	4,303

SERVICE LIST FOR THE STATE OF ALASKA

Aaron Air	Golden Plover Air
Aero Tech Flight Service, Inc.	Grant Aviation, Inc.
Air Excursions	Great Northern Air Guides
Air Lift Alaska	Gulf Air Taxi, Inc.
Air Madura	Gulf Aviation, Inc.
Alaska Air Carriers Association	Gulkana Air Service, Inc.
Alaska Airlines, Inc.	Hageland Aviation Services, Inc.
Alaska Bush Carrier, Inc.	Haines Airways, Inc.
Alaska Central Express, Inc.	Heli-Lift, Inc.
Alaska Coastal Airlines, Inc.	Homer Air
Alaska Fly'N Fish Charters	Hudson Air Service, Inc.
Alaska Flyers	Iliamna Air Taxi, Inc.
Alaska Helicopters, Inc.	Island Air Service
Alaska Island Air, Inc.	Island Wings Air Service
Alaska Seair Adventures	Jim Air, Inc.
Alaska West Air, Inc.	K2 Aviation
Aleutian Air, Ltd.	Kachemak Air Service, Inc.
Aleutian Specialty Aviation	Kachemak Bay Flying Service, Inc.
Amerijet International, Inc.	Katmai Air
Arctic Air Alaska, Inc.	Kenai Air Alaska, Inc.
Arctic Circle Air Service, Inc.	Kenai Aviation
Baker Aviation, Inc.	Kenai Fjords Outfitters, Inc.
Bellair, Inc.	Kenair
Beluga Lake Float Plane Service	Ketchikan Air Service, Inc.
Bering Air, Inc.	Ketchum Air Service, Inc.
Bran-Air & Branham Adventures	Kodiak Air Service
Camai Air	Koyukon Air, Inc.
Canning Air Service	Kupreanof Flying Service
Cape Smythe Air Service, Inc.	Kusko Aviation, Inc.
Cassaron Turbo Helicopters	L.A.B. Flying Service, Inc.
Chugiak Aviation	Larry's Flying Service
Clearwater Air, Inc.	Loken Aviation, Inc.
Coastal Helicopters, Inc.	Lone Star Airlines, Inc.
Cordova Air Service, Inc.	Lone Wolf Aero Services, Inc.
CPA Air Service	Maritime Helicopters, Inc.
Customized Alaskan Adventures	MarkAir Express, Inc.
Delta Connection	MarkAir, Inc.
Denali Air	Metroflight, Inc.
Egli Air Haul, Inc.	Midway Airlines, Inc.
Ellis Air Taxi, Inc.	Midwest Express Airlines, Inc.
Ellison Air, Inc.	Misty Fjords Air & Outfitting
ERA Aviation, Inc.	Mountain Aviation
F.S. Air Service, Inc.	Mountain Helicopters
Fishing and Flying	Nash West Aviation, Ltd.
Fiskehauk Aero Services	Natron Air
Forty (40) Mile Air, Ltd.	Nordic Air
Frontier Flying Service, Inc.	North Star Air Cargo, Inc.

SERVICE LIST FOR THE STATE OF ALASKA

Northern Air Cargo, Inc.	Umiat Enterprises, Inc.
Northwest Airlink	Umiat Enterprises, Inc.
Olson Air Service, Inc.	Uyak Air Service, Inc.
Pacific Wing, Inc.	Vernair
Peninsula Airways, Inc.	Warbelow's Air Ventures, Inc.
Promech, Inc.	Ward Air
Ram Air, Inc.	Wings of Alaska
Ray Atkins Registered Guide	Woods Air Service, Inc.
Rediske Air, Inc.	Wrangell Mountain Air, Inc.
Reeve Aleutian Airways, Inc.	Wright Air Service, Inc.
Regal Air	Yukon Helicopters
Reid Air	Yutana Airlines, Inc.
Rust's Flying Service, Inc.	Yute Air Alaska, Inc.
Ryan Air Service, Inc.	
Scenic Mountain Air, Inc.	Alaska Juneau Aeronautics, Inc.
Seaside Air Service	Ken Bannon
Security Aviation, Inc.	E.B. Freeman
Seward Flying Service, Inc.	A. Edward Jenner
Silver Bay Logging, Inc.	John McFarlane
Skagway Air Service, Inc.	Kevin Thomas
Soloy Helicopters, Inc.	Pat Dempsey
Southcentral Air, Inc.	
Specialized Air Service	
Spernak Airways, Inc.	
Sunrise Aviation, Inc.	
Tamarack Air, Ltd.	
Tanana Air Service	
Taquan Air Service, Inc.	
Tatonduk Outfitters, Ltd.	
Temsco Helicopters, Inc.	
Totem Air	
Trans-Alaska Helicopters, Inc.	
Trans-Porter Alaska, Inc.	
Tundra Copters, Inc.	